

City of Renton Comprehensive Plan – Land Use Element

Policies relevant to 2007-M-01: Park Avenue

Section VIII. RESIDENTIAL POLICIES

Goal: Promote new development and neighborhoods in the City that:

- a) Contribute to a strong sense of community and neighborhood identity;
- b) Are walkable places where people can shop, play, and get to work without always having to drive;
- c) Are developed at densities sufficient to support public transportation and make efficient use of urban services and infrastructure;
- d) Offer a variety of housing types for a population diverse in age, income, and lifestyle;
- e) Are varied or unique in character;
- f) Support “grid” and “flexible grid” street and pathway patterns where appropriate;
- g) Are visually attractive, safe, and healthy environments in which to live;
- h) Offer connection to the community instead of isolation; and
- i) Provide a sense of home.

RESIDENTIAL MEDIUM DENSITY LAND USE DESIGNATION

Purpose Statement: The Residential Medium Density designation is intended to create the opportunity for neighborhoods that offer a variety of lot sizes, housing, and ownership options.

Residential Medium Density neighborhoods should include a variety of unit types designed to incorporate features from both single-family and multi-family developments, support cost-efficient housing, facilitate infill development, encourage use of transit service, and promote the efficient use of urban services and infrastructure.

Objective LU-GG: Designate land for Residential Medium Density (RMD) where access, topography and adjacent land uses create conditions appropriate for a variety of unit types designed to incorporate features from both single-family and multi-family developments, and to support cost-efficient housing, infill development, transit service, and the efficient use of urban services and infrastructure.

Policy LU-157. Residential Medium Density designated areas should be zoned for either Residential 10 dwelling units per net acre (R-10), Residential 14 dwelling units per net acre (R-14), or new zoning designations that allow housing in this density range.

Policy LU-158. Residential Medium Density neighborhoods may be considered for Residential 10 (R-10) zoning if they meet three of the following criteria:

- 1) The area already has a mix of small-scale multi-family units or has had long standing zoning for flats or other low-density multi-family use;
- 2) Development patterns conducive to medium-density development are established;
- 3) Vacant lots exist or parcels have redevelopment potential for medium-density infill development;
- 4) The project site is adjacent to major arterial(s) and public transit service is located within ¼ mile;
- 5) The site can be buffered from existing single-family residential neighborhoods having densities of eight (8) dwelling units or less; or
- 6) The site can be buffered from adjacent or abutting incompatible uses.

Policy LU-159. Areas may be considered for Residential 14 (R-14) zoning where the site meets the following criteria:

- 1) Adjacent to major arterial(s);
- 2) Adjacent to the Urban Center, Highlands Center Village, or Commercial Corridor designations;
- 3) Part of a designation totaling over 20 acres (acreage may be in separate ownership);
- 4) Site is buffered from single-family areas or other existing, potentially incompatible uses; and
- 5) Development within the density range and of similar unit type is achievable given environmental constraints.

Policy LU-160. Support projects that create neighborhoods with diverse housing types that achieve continuity through the organization of roads, sidewalks, blocks, setbacks, community gathering places, and amenity features.

Policy LU-161. Support residential development incorporating a hierarchy of streets. Street networks should connect through the development to existing streets, avoid “cul-de-sac” or dead end streets, and be arranged in a grid street pattern (or a flexible grid street system if there are environmental constraints).

Policy LU-162. Development densities in the Residential Medium Density designation area should range from seven (7) to eighteen (18) dwelling units per net acre, as specified by implementing zoning.

Policy LU-163. For attached or semi-attached development in the R-14 zoned portions of the Residential Medium Density designation, a bonus density of four (4) additional dwelling units per acre should be available, subject to Density Bonus Review and other applicable development conditions.

Policy LU-164. When a minimum density is applicable, the minimum development density in the Residential Medium Density designation should be four (4) dwelling units per net acre.

Objective LU-HH: Residential Medium Density designations should be areas where creative approaches to housing density can be implemented.

Policy LU-165. Provision of small lot, single-family detached unit types, townhouses, and multi-family structures compatible with a single-family character should be allowed and encouraged in the Residential Medium Density designation, provided that density standards can be met (see also the Housing Element for housing types).

Policy LU-166. Very small-lot, single-family housing, such as cottages, zero-lot line detached, semi-detached, townhouses, and small scale multi-family units should be allowed in the Residential Medium Density designation in order to provide a wide range of housing types. Implementing code will be put in place within three years of the adoption of the 2004 Update.

Policy LU-167. A range and variety of lot sizes and building densities should be encouraged.

Policy LU-168. Residential developments should include public amenities that function as a gathering place within the development and should include features such as a public square, open space, park, civic or commercial uses in the R-14 zone. The central place should include amenities for passive recreation such as benches and fountains and be unified by a design motif or common theme.

Policy LU-169. Residential Medium Density site development plans having attached or semi-attached housing types should reflect the following criteria for projects:

- 1) Parking should be encouraged in the rear or side yards or under the structure;
- 2) Structures should be located on lots or arranged in a manner to appear like a platted development to ensure adequate light and air, and views (if any) are preserved between lots or structures;
- 3) Buildings should be massed in a manner that promotes a pedestrian scale with a small neighborhood feeling;

- 4) Each dwelling unit should have an identifiable entrance and front on streets rather than courtyards and parking lots;
- 5) Fences may be constructed if they contribute to an open, spacious feeling between units and structures; and
- 6) Streetscapes should include green, open space for each unit.

Policy LU-170. Residential Medium Density development should provide condominium or fee simple homeownership opportunities, as well as rental or lease options.

Objective LU-II: Residential Medium Density development should be urban in form and fit into existing residential neighborhoods if developed as infill projects.

Policy LU-171. Buildings should front the street rather than be organized around interior courtyards or parking areas.

Policy LU-172. Non-residential structures, such as community recreation buildings, that are part of the development, may have dimensions larger than residential structures, but should be compatible in design and dimensions with surrounding residential development.

Policy LU-173. Non-residential structures should be clustered and connected within the overall development through the organization of roads, blocks, yards, focal points, and amenity features to create a neighborhood.

Policy LU-174. Single-family detached building types in the Residential Medium Density designation should have maximum lot coverage by the primary structure of fifty (50) percent.

Policy LU-175. In the Residential Medium Density designation common open space equal to 1,200-square feet per unit and maintained by a homeowners' association, should be provided for each semi-attached or attached unit.

Policy LU-176. Support site plans that transition to and blend with existing development patterns using techniques such as lot size, depth and width, access points, building location setbacks, and landscaping. Sensitivity to unique features and differences among established neighborhoods should be reflected in site plan design. Interpret development standards to support ground-related orientation, coordinated structural design, and private yards or substantial common space areas.

Policy LU-177. A minimum of fifty (50) percent of a project in the Residential 14 zone should consist of the following primary residential types: traditional detached, zero lot line detached, or townhouses with individual yards that are scaled appropriately for each unit.

Policy LU-178. Longer townhouse buildings or other types of multi-family buildings, considered secondary residential types (see RMC 4-9-065), should be limited in size so that the mass and bulk of the building has a small scale multi-family character, rather than that of a large, garden-style apartment development.

Policy LU-179. In the Residential 14 zone, multi-unit townhouses that qualify as a primary residential type (see RMC 4-9-065) should be limited in size so that the mass and bulk is at a human scale.

Policy LU-180. Projects in a Residential 14 zone should have no more than fifty (50) percent of the units designed as secondary residential types, i.e. longer townhouse building clusters, or longer multi-family buildings of other types.

Policy LU-181. Mixed-use development in the form of civic, commercial development, or other non-residential structures, may be allowed in the central places of Residential Medium Density development projects within the Residential 14 zone, subject to compliance with criteria established through development regulations.

IX. CENTERS

Goal: Develop well-balanced attractive, convenient, robust commercial office, office, and residential development within designated Centers serving the City and the region.

Discussion: The Centers category of land use includes two areas of the City, the Center Village in the Highlands and the Urban Center located in the historic downtown and the employment area north to Lake Washington.

The Urban Center includes two sub-areas: Urban Center- Downtown (220 acres) and the Urban Center-North (310 acres). Together these two areas are envisioned to evolve into a vibrant city core that provides arts, entertainment, regional employment opportunities, recreation, and quality urban residential neighborhoods. The Renton Urban Center is envisioned as the dynamic heart of a growing regional city. Renton's Urban Center will provide significant capacity for new housing in order to absorb the city's share of future regional growth. This residential population will help to balance the City's employment population and thereby meet the policy directive of a 2:1 ratio of jobs to housing.

URBAN CENTER NORTH LAND USE DESIGNATION

Purpose Statement: The purpose of the UC-N is to redevelop industrial land for new office, residential, and commercial uses at a sufficient scale to implement the Urban Centers criteria adopted in the Countywide Planning Policies. This portion of the Urban Center is anticipated to attract large-scale redevelopment greater than that in the Urban

H:\EDNSP\Comp Plan\Amendments\2007\2007 Map Amendments\2007-M-01 Park Ave\COMPREHENSIVE PLAN - Park relevant policies.doc

Center-Downtown, due to large areas of land available for redevelopment. In addition, new development is expected to include a wider group of uses including remaining industrial activities, new research and development facilities, laboratories, retail integrated into pedestrian-oriented shopping districts, and a range of urban-scale, mixed-use residential, office and commercial uses. The combined uses will generate significant tax income for the City and provide jobs to balance the capacity for the more than 5,000 additional households in the Urban Center. Development is expected to complement the Urban Center-Downtown. UC-N policies will provide a blueprint for the transition of land over the next 30 years into this dynamic, urban mixed-use district.

Policy LU-265. Support more urban intensity of development (e.g. building height, bulk, landscaping, parking standards) than with land uses in the suburban areas of the City outside the Urban Center.

Policy LU-266. Achieve a mix of uses that improves the City's tax and employment base.

Policy LU-267. Support a range and variety of commercial and office uses.

Policy LU-268. Allow hospitality uses such as hotels, convention and conference centers.

Policy LU-269. Co-locate uses within a site and/or building in order to promote urban style, mixed-use development.

Policy LU-270. Support incorporation of public facilities such as schools, museums, medical offices, and government offices into redevelopment efforts by developing a public/private partnership with developers and other Renton stakeholders such as the school district, technical college, and hospital district.

Policy LU-271. Support uses that sustain minimum Urban Center employment levels of 50 employees per gross acre and residential levels of 15 households per gross acre within the entire Urban Center.

Policy LU-272. Support uses that serve the region, a sub-regional, or citywide market as well as the surrounding neighborhoods.

Policy LU-273. Support integration of community-scale office and service uses including restaurants, theaters, day care, art museums and studios.

Policy LU-274. Support transit stations and transit usage connecting to a system of park and ride lots outside the Urban Center-North. Support park and ride facilities within the Urban Center only when they are included in structured parking as a stand-alone use or are developed as part of a mixed-use project.

Policy LU-275. Support an expanded and extended public right-of-way in the vicinity of the present Logan Avenue to provide new arterial access within the Urban Center. Additionally, this will provide a physical buffer between redevelopment and continuing airplane manufacturing operations.

Policy LU-276. Support extension of Park Ave. to Lake Washington.

Policy LU-277. Recognize the need for secure limited access within large manufacturing facilities by retaining private drives and roads in areas where airplane manufacturing operations continue.

Policy LU-278. Support creation of a significant gateway feature within gateway nodes in the Urban Center-North.

Policy LU-279. Support private/public partnerships to plan and finance infrastructure development, public uses and amenities.

Policy LU-280. Use a hierarchy of conceptual plan, master plan and site plan review and approval to encourage the cohesive development of large land areas within the Urban Center-North. Incorporate integrated design regulations into this review process.

Policy LU-281. Address the mix and compatibility of uses, residential density, conceptual building, site and landscape design, identification of gateway features, signs, circulation, transit opportunities, and phasing through master plan and site plan review process.

Policy LU-282. Fully integrate signage, building height, bulk, setbacks, landscaping, and parking considerations in structures and site plans across the various components of each proposed development.

Policy LU-283. Require significant pedestrian element in internal site circulation plans.

Policy LU-284. Allow phasing plans for mixed-use projects.

Policy LU-285. Consider placement of structures and parking areas in initial redevelopment plans to facilitate later infill development at higher densities and intensities over time.

Policy LU-286. Support structured parking to facilitate full redevelopment of the Urban Center over the 30-year planning horizon. Where structured parking is infeasible for early phases of development, parking should be located in the rear or the side of the primary structure.

Policy LU-287. Discourage parking lots between structures and street right-of-way.

Policy LU-288. Orient buildings to streets to emphasize urban character, maximize pedestrian activity and minimize automobile use within the District.

Policy LU-289. Use design regulations to provide direction on site design, building design, landscape treatments, and parking and circulation.

Policy LU-290. Support a combination of internal and external site design features such as:

- 1) Plazas;
- 2) Prominent architectural features;
- 3) Significant natural features;
- 4) Distinctive focal features; and

5) Gateways.

Policies for Surrounding Residential Area (North Renton Neighborhood, south of N 6th St)

Policy LU-291. Provide a transition in land use with respect to intensity of development where areas mapped Residential Single Family and Residential Options border Urban Center - North designations.

Policy LU-292. Create boulevard standards for arterial streets connecting or running through adjacent residential neighborhoods that address noise, pedestrian sidewalks, planting areas between vehicular lanes and pedestrian areas, traffic calming techniques, lighting standards, a landscape planting plan for street trees and other vegetation, and street furniture.

Policy LU-293. Support a mix of activities within the Urban Center - North designation that supports populations in adjacent residential areas as well as new development within the re-development area. Examples of uses that serve the needs of existing populations include neighborhood-scale retail that addresses the day-to-day needs of residents, restaurants and coffee houses, public facilities, and places of assembly such as parks and plazas.

Urban Center North Districts

The proposed Urban Center-North is divided into two districts for planning purposes. Each district has a different emphasis in terms of range, intensity, and mix of uses. These are District One, east of Logan Avenue, and District Two, west of Logan Avenue. The implementation of planning concepts for District Two will be dependent on decisions by The Boeing Company regarding continued airplane assembly operations at the Renton Plant. For this reason, initiation of redevelopment in District Two will likely occur after transition of the area east of Logan Avenue, District One, has begun.

Consolidation of Boeing operations may cause certain property located within District One to be deemed surplus, making it available for redevelopment within the near future. District One is envisioned to include a variety of uses. The intensity of these uses would require substantial infrastructure improvements. More extensive development, ultimately anticipated with the future development of District Two, will likely require even more significant infrastructure upgrades.

Redevelopment in both districts of the Urban Center - North will be responsive and protective of the North Renton residential neighborhood to the south. While the North Renton neighborhood is not a part of the Urban Center, its residents will benefit from the significant amenities provided by development of a new urban community.

Redevelopment within both districts will occur in a manner that is not incompatible with the operations at the Renton Municipal Airport, recognizing that the airport is an Essential Public Facility located within an urban area. Redevelopment within both districts will be consistent with the City's Airport Compatible Land Use Program. The

program responds to State requirements to consider how land use in the surrounding areas affects the Renton airport.

The current supply of underutilized land north of N. 8th Street creates an immediate redevelopment opportunity for a first phase of development in District One. However, the industrial character of the surrounding developed properties, both within District Two to the west and the Employment Area-Industrial area to the east, will make it difficult to achieve true urban intensities in District One at the beginning of this transition. The overall Vision for the District contemplates much more than a series of low-rise structures with large parking lots. Therefore, it is important that this initial development facilitates later stages of investment as the neighborhood matures and property values increase. It is also critical that the early-stage vision for District One sets the stage for high-quality redevelopment in District Two.

The following “visions” have been developed for each District.

Vision - District One

The changes in District One will be dramatic, as surface parking lots and existing large-scale industrial buildings are replaced by retail, flex tech, and office uses. Initial development may be characterized by large-format, low-rise buildings surrounding internal surface parking lots and bordered by a strong pedestrian-oriented spine along Park Avenue. As the Urban Center-North evolves, the buildings of District One may be remodeled and/or replaced with taller, higher density structures. Parking structures may also be built in future phases as infill projects that further the urbanization of the District.

Two initial patterns of development are anticipated within the District: one, creating a destination retail shopping district; and the other, resulting in a more diverse mixed-use, urban scale office and technical center with supporting commercial retail uses. It is hoped that over time these patterns will blend to become a cohesive mixed-use district.

In its first phases of development, District One hosts for the region a new form of retail center. Absent are the physical constraints of a covered mall. Although parking initially may be handled in surface lots, their configuration, juxtaposed with smaller building units, eliminates the expanse of paving that makes other retail shopping areas unappealing to pedestrians. Building facades, of one or two stories, are positioned adjacent to sidewalks and landscaped promenades. Destination retail uses that draw from a sub-regional or regional market blend with small, specialty stores in an integrated shopping environment to support other businesses in the area. While large-format (“big-box”) retail stores anchor development, they do not stand-alone. Rather, they are architecturally and functionally connected to the smaller shops and stores in integrated shopping centers. Cafes with outdoor seating, tree-lined boulevards and small gathering places invite shoppers to linger after making their initial purchases. Retail development takes an urban form with high-quality design considering a human scale and pedestrian orientation.

While retail development will add to the City’s tax base and create a modest increase in employment, the vision for the Urban Center-North is that of a dense employment center. Within the initial phases of redevelopment, job growth will also occur in high-quality, well-designed flex/tech development and low- to mid-rise office, lab and research and

H:\EDNSP\Comp Plan\Amendments\2007\2007 Map Amendments\2007-M-01 Park Ave\COMPREHENSIVE PLAN - Park relevant policies.doc

development buildings that provide attractive environments for companies offering high-wage careers in information technology, life sciences and light (“clean”) manufacturing and assembly industries.

Redevelopment in this area will also include residential opportunities in low- to mid-rise buildings with upper-story office and/or ground-related retail. Additional supporting retail will also be constructed. Logan Avenue is extended and redeveloped for public use as a major, tree-lined parkway.

During the second generation of redevelopment in District One, changing property values and further investment will allow for higher density development in the form of offices and residences mixed with other uses. As this area is transformed into a mature mixed-use district, community gathering spaces and recreation facilities to support the City's neighborhoods and business districts become viable. Cultural facilities, as well as convention and conference centers may be located within the District and could be incorporated into mixed-use development with retail, office and hotels. Small parks, open space, and community gathering places will be incorporated into site design. Facilities such as multiple-screen theaters and other cultural facilities may add to the amenity value of the District.

District One Policies

Objective LU-YY: Create a major commercial/retail district developed with uses that add significantly to Renton’s retail tax base, provide additional employment opportunities within the City, attract businesses that serve a broad market area and act as a gathering place within the community.

Policy LU-297. Support office and technology-based uses with retail uses and services along portions of the ground floors to facilitate the creation of an urban and pedestrian environment.

Policy LU-298. Support uses supporting high-technology industries such as biotechnology, life sciences, and information technology by providing retail amenities and services in the area.

Policy LU-299. Allow for the development of destination retail centers that are consistent with a district-wide conceptual plan.

Policy LU-300. Encourage the placement of buildings for retail tenants along pedestrian-oriented streets to create urban configurations.

Policy LU-301. Ensure that big-box retail functions as an anchor to larger, cohesive, urban-scale retail developments.

Policy LU-302. Encourage a variety of architectural treatments and styles to create an urban environment.

Objective LU-ZZ: Create an urban district initially characterized by high-quality, compact, low-rise development that can accommodate a range of independent retail, office, research, or professional companies. Support the continuing investment in and transition of low-rise development into more intensive, urban forms of development to support a vital mixed-use district over time.

Policy LU-303. Encourage pedestrian-oriented development through master planning, building location, and design guidelines.

Policy LU-304. Support urban forms of setback and buffering treatment such as:

- a) Street trees with sidewalk grates,
- b) Paving and sidewalk extensions or plazas, and
- c) Planters and street furniture.

Policy LU-305. Allow phasing plans for developments as part of the master plan and site plan review that:

- a) Provide a strategy for future infill or redevelopment with mixed-use buildings.
- b) Preserve opportunities for future structured parking and more intense employment-generating development.

Policy LU-306. Support parking at-grade in surface parking lots only when structured or under-building parking is not viable.

Policy LU-307. Support development of parking structures using private/public partnerships when the market will not support structural parking without subsidy.

Policy LU-308. Support surface parking lots behind buildings, and in the center of blocks, screened from the street by structures with landscape buffers.

Policy LU-309. Consider public/private participation in provision of structured parking, to stimulate additional private investment and produce a more urban environment.

Policy LU-310. Support shared parking by averaging parking ratios for co-located and mixed-uses.

Policy LU-311. Reduce the suburban character of development, preserve opportunities for infill development, and provide for efficient use of land by setting maximum parking standards.

Policy LU-312. Support the co-location of uses within a site and/or building in order to promote urban style mixed-use (commercial/retail/office/residential) development.

Policy LU-313. Discourage ancillary retail pads.

X. COMMERCIAL

Goal: Support existing businesses and provide an energetic business environment for
--

H:\EDNSP\Comp Plan\Amendments\2007\2007 Map Amendments\2007-M-01 Park Ave\COMPREHENSIVE PLAN - Park relevant policies.doc

new commercial activity providing a range of service, office, commercial, and mixed use residential uses that enhance the City's employment and tax base along arterial boulevards and in designated development areas.

Discussion: There are three commercial designations:

- 1) Commercial Corridor;
- 2) Commercial/Office/Residential; and
- 3) Commercial Neighborhood.

These commercial areas range from intense retail corridors to major office parks to neighborhood scale business districts. Many commercial areas are located along arterials where the high volumes of daily traffic provide a substantial customer base.

COMMERCIAL CORRIDOR LAND USE DESIGNATION

Purpose Statement: The Commercial Corridor district is characterized by concentrated, pre-existing commercial activity, primarily in a linear urban form, that provides necessary goods and services for daily living, accessible to near-by neighborhoods, serving a sub-regional market and accommodating large volumes of traffic.

It is the intention of City objectives and policies that Commercial Corridor areas evolve from "strip commercial" linear business districts to business areas characterized by enhanced site planning incorporating efficient parking lot design, coordinated access, amenities, and boulevard treatment. Commercial Corridor areas may include designated districts including concentrations of specialized uses such as the Auto Mall, or features such as transit stops and a combination of businesses creating a focal point of pedestrian activity and visual interest.

Commercial Corridor areas are characterized by medium intensity levels of activity. It is anticipated, however, that intensity levels in these areas will increase over time as development of vacant space occurs, increased land value makes redevelopment feasible, and land is used more efficiently. In these districts, provision of pedestrian amenities is encouraged, as are opportunities to link adjacent uses and neighborhoods.

Objective LU-DDD: The Commercial Corridor land use designation should include:

- 1) Established commercial and office areas;
- 2) Developments located on large parcels of land;
- 3) Projects that may be highly visible from principal arterials;
- 4) Uses dependent upon or benefiting from high-volume traffic;
- 5) Uses that provide significant employment; and
- 6) Businesses that provide necessary or desirable goods and services to the larger community.

Policy LU-333. The Commercial Corridor Land Use designation should be mapped in areas with the following characteristics:

- 1) Located on, and having access to, streets classified as principal arterials;
- 2) High traffic volumes; or
- 3) Land use pattern characterized by strip commercial development, shopping centers, or office parks.

Policy LU-334. The Commercial Corridor designation should be implemented through Commercial Arterial, Commercial Office, or Light Industrial zoning.

Policy LU-335. Increased demand for commercial uses should be accommodated primarily through redevelopment and intensification of existing business area designations rather than expansion of those areas.

Objective LU-EEE: Create opportunities for development and re-development of land in portions of the Commercial Corridor designation for general business and service uses. These include a wide range of restaurant, small-scale to big-box retail, offices, auto dealers, light industrial, and residential uses.

Policy LU-336. Portions of the Commercial Corridor designation appropriate for a wide range of uses catering to low and medium intensity office, service, and retail uses should be mapped with Commercial Arterial zoning.

Policy LU-337. Areas that should be considered for Commercial Arterial zoning should meet the following criteria:

- 1) The corridor is served by transit or has transit within one-quarter mile;
- 2) A historical strip commercial urban development pattern predominates;
- 3) Large, surface parking lots exist;
- 4) Primary development on the site is located at rear portions of the property with parking in front of the buildings;
- 5) Parcel size and configuration typically is defined by a larger parcel fronting the arterial street with multiple buildings and businesses; and
- 6) The corridor exhibits long block lengths and/or an incomplete grid street network.

Policy LU-338. Commercial Arterial zoned areas should include an opportunity for residential uses and office as part of mixed-use development.

Objective LU-FFF: Create opportunities for intensive office uses in portions of Commercial Corridor designations including a wide range of business, financial, and professional services supported by service and commercial/retail activities.

Policy LU-339. Areas of the City identified for intensive office use may be mapped with Commercial Office implementing zoning when site is developed, historically used for office, or the site meets the following criteria:

- 1) Site is located contiguous to an existing or planned transit route;

H:\EDNSP\Comp Plan\Amendments\2007\2007 Map Amendments\2007-M-01 Park Ave\COMPREHENSIVE PLAN - Park relevant policies.doc

- 2) Large parcel size;
- 3) High visibility; and
- 4) Opportunities for views.

Policy LU-340. Small-scale medical uses associated with major institutions should be located in the portions of Commercial Corridor designated areas with Commercial Office zoning, in the Urban Center, or in the Employment Area – Valley.

Policy LU-341. Retirement centers that have a medical facility as a component of the services offered should be located in areas of the Commercial Corridor that have Commercial Office zoning.

Policy LU-342. Medium and high intensity office should be encouraged as the primary use in Commercial Office zoned areas.

Policy LU-343. Retail and services should support the primary office use in areas identified for Commercial Office zoning, and should be located on the ground floor of office and parking structures.

Policy LU-344. In the Commercial Office zone, high-rise office development should be limited to ten (10) stories. Fifteen (15) stories may be obtained through a height bonus system.

Policy LU-345. Height bonuses of five (5) stories may be allowed for office buildings in designated areas of the Commercial Office zone, under appropriate conditions, where sites provide additional public benefits such as plazas, parks, exceptional landscaping, and/or public art.

Objective LU-GGG: Guide redevelopment of land in the Commercial Corridor designation with Commercial Arterial zoning, from the existing strip commercial forms into more concentrated forms, in which structures and parking evolve from the existing suburban form, to more efficient urban configurations with cohesive site planning.

Policy LU-346. Support the redevelopment of commercial business districts located along principal arterials in the City.

Policy LU-347. Implement development standards that encourage lively, attractive, medium to high-density commercial areas.

Policy LU-348. Encourage consolidation of individual parcels to maximize flexibility of site design and reduce access points.

Policy LU-349. Support development plans incorporating the following features:

- 1) Shared access points and fewer curb cuts;
- 2) Internal circulation among adjacent parcels;

- 3) Shared parking facilities;
- 4) Allowance for future transition to structured parking facilities;
- 5) Centralized signage;
- 6) Unified development concepts; and
- 7) Landscaping and streetscape that softens visual impacts.

Policy LU-350. New development in Commercial Corridor designated areas should be encouraged to implement uniform site standards, including:

- 1) Minimum lot depth of 200 feet;
- 2) Maximum height of ten (10) stories within office zoned designations;
- 3) Parking preferably at the rear of the building, or on the side as a second choice;
- 4) Setbacks that would allow incorporating a landscape buffer;
- 5) Front setback without frontage street or driveway between building and sidewalk; and
- 6) Common signage and lighting system.

Policy LU-351. Identify and map activity nodes located along principal arterials that are the foundation of the Corridors, and guide the development or redevelopment of these nodes as activity areas for the larger corridors so that they enhance their function.

Policy LU-352. Development within defined activity nodes should be subject to additional design guidelines as delineated in the development standards.

Policy LU-353. Structures at Commercial Corridor intersections should not be set back from the street and sidewalk so as to allow vehicular circulation or parking to be located between the sidewalk and the building.

Policy LU-354. Commercial Corridor intersections frequented by pedestrians, due to the nature of nearby uses or transit stops, should feature sidewalk pavement increased to form pedestrian corners and include pedestrian amenities, signage, and special design treatment that would make them identifiable as activity areas for the larger corridor.

Policy LU-355. Parking at designated intersections should be in back of structures and not located between structures and the sidewalk or street.

Policy LU-356. Structures in Commercial Corridor areas that front sidewalks abutting the principal arterial or are located at activity nodes should be eligible for a height bonus and therefore may exceed the maximum allowable height in the district.

Policy LU-357. Public amenity features (e.g. plazas, recreation areas) should be encouraged as part of new development or redevelopment.

Policy LU-358. Parking areas should be landscaped (including street trees, buffers, berms), especially along roadways, to reduce visual impacts.

Objective LU-HHH: Support methods of increasing accessibility to Commercial Corridor areas for both automobile and transit to support the land use objectives of the district.

Policy LU-359. Support routing of the citywide transit system to Commercial Corridor areas to provide greater access.

Policy LU-360. Encourage development proponents to work with the City Transportation Division, King County METRO, and Sound Transit in order to site transit stops within the Commercial Corridor areas.

Policy LU-361. Public transportation transit stops located in Commercial Corridor areas should be safe, clean, comfortable, and attractive.

Objective LU-III: Ensure quality development in Commercial Office zones.

Policy LU-362. Office sites and structures should be designed (e.g. signage; building height, bulk and setback; landscaping; parking) to mitigate adverse impacts on adjacent land uses.

Policy LU-363. Parking provided on-site, in parking structures, and either buffered from adjacent uses or incorporated into pedestrian-oriented street design, is preferred.

Policy LU-364. In areas developed with high intensity office uses, circulation within the site should be primarily pedestrian-oriented.

Policy LU-365. In areas developed with high intensity office uses, vehicular access to the site should be from the primary street with the access points minimized and designed to ease entrance and exit.

Policy LU-366. Public amenity features (e.g. parks, plazas, recreation areas) should be encouraged (i.e. through incentives or similar means) as part of every high-intensity office development.

Policy LU-367. In areas developed with high intensity office uses, site and building design should be transit-, people-, and pedestrian-oriented. Ground floor uses and design should be pedestrian-oriented.

Objective LU-JJJ: Where Commercial Corridor areas intersect other land use designations, recognition of a transition and/or buffer between uses should be incorporated into redevelopment plans.

Policy LU-368. Consideration of the scale and building style of near-by residential neighborhoods should be included in development proposals.

Policy LU-369. Development should be designed to consider potential adverse impacts on adjacent, less intensive uses, e.g. lighting, landscaping, and setbacks should all be considered during site design.

Policy LU-370. Landscape buffers, additional setbacks, reduced height, and screening devices such as berms and fencing should be employed to reduce impacts (e.g. visual, noise, odor, light) on adjacent, less intensive uses.